The "Gridiron" Unnecessary and the Effort to Get Ashore a Blunder.

Effort to Get Ashore a Blunder.

Admiral Ammen Thinks that More Rame Wil Buster and the Disaster Some Officers Agree with Him and Fome Dou't—General Belief that Bulkheads Diave Come to Stay—Belief at the Mare Island Navy-Yard that Admiral Barkham's Delay May Have Caused the Collision—Services in Honor of the Dend Admiral in St. Pe er's. Londo.

WASHINGTON, June 27.—The World's special cable despatch, giving a graphic story and the first dealing the loss and in the save with the most intense interest. The World correspondent interviewed Secretary Herbert and a number of his aldes including the most accomplished experts in the save via the Box of the Judges of the Sary of the Victoria in Interviewed Secretary Front Secretary Herbert and a number of his aldes including the most accomplished experts in the service. The World correspondent interviewed Secretary Herbert and a number of his aldes including the most accomplished experts in the service. The Griff The World Sary of the Victoria in Iron of the Dend Admiral in St. Pe er's. Londo.

Is a special cable despatch, giving a graphic story and the first dealing the loss of the Sary of

he service. The general concensus of opinion seems to be that the manduvre executed by Admiral Tryen's fleet was an unnecessary tactical flourish, dangerous under all circumances: that it was executed in too close order, and that after the Camperdown had sammed the Victoria Admiral Tryon made the fatal blunder of attempting to save the ship by running into shoal water instead of lost his life through the foundering of his saving his officers and crew by taking to the

boats and eigenalling for help.

Secretary Herbert read The World's sccount of the Victoria disaster very carefully Admiral Tryon was an active member. as soon as the paper arrived. Later in the day he received The World correspondent and gave his views as to the lesson to be

"This intensely interesting account gives us the first authentic information we have had of the details of the disaster, and, while we must yet wait for the official reports be fore undertaking to fix accurately the blame for the terrible accident, we can now see very much more clearly just how it hap-

pened.

"It may be unkind to criticise the dead Admiral for his conduct in this affair, but it seems to me that if he had been more prudent and less daring he could have obviated the great loss of human life. An enormous ship like the Victoria is a very valuable piece of property, but she is not to be thought of in comparison with the lives or her officers and crew. On this oceasion she was one or nve great ships lying close together, and her men could easily have been taken off, it seems to me, by boats lowered promptly.

"It may be unkind to criticise the dead Admiral for his conduct in this affair, but it seems to me that if he had been more prudent and less daring he could have obviated the great loss of human life. An enormous ship like the Victorial is a very valuable piece of property, but she is not to be thought of in comparison with the lives of her officers and crew. On this occasion she was one of live great ships lying close together, and bernen could easily have been taken off, it seems to me, by boats lowered promptly.

"Admiral Tryon does not appear to have realized the extent of the injuries to his ship or I hardly think he would have attempted to gret by the British naval officer's desire to save his ship under all circums; ances, he attempted to drive ber at full speed to the shore, five miles away. With an enormous hole in her side, through which he water must have been pouring in coormous volumes, it is not surprising that he did not succeed in his object. If he had at once realized the extent of the Victoria's injuries he might have saved his whole ship's company.

"Another thing which I have already retered to it talking to The World about the disaster, and which no doubt contributed greatly to the terrible loss of life, is the fact that the water-tight compartments were rendered uscless by the opening or the doors in the bulk-heads. It appears that 120. "Another thing which I have already reterred to in taiking to The World about the disaster, and which no doubt contributed greatly to the terrible loss of life, is the tact that the water-tight compartments were rendered uscless by the opening or the doors in the bulk-heads. It appears that 120 marines were on board the Victoria's natural wars unan The crew swam about until they or closing the bulk-head openings upon a given signal. The world's account makes it appear that these men rushed below to see tre the oulk-heads according to their customary drill, and of the 120 ninety-nine perished.

A private letter written by a saint to victoria, received here to-day, relates that during terpedo practice near Nauplia, Greece, the Victoria's cutter ran into a torpedo and was sum. The crew swam about until they were picked up by the Victoria's small boats. It appears that 120 marines were on board the Victoria's cutter ran into a torpedo and was sum. The crew swam about until they were picked up by the Victoria's cutter ran into a torpedo and was sum. The crew swam about until they were picked up by the Victoria's cutter ran into a torpedo and was sum. The crew swam about until they were picked up by the Victoria's cutter ran into a torpedo and was sum. The crew swam about until they were picked up by the Victoria's cutter ran into a torpedo and was sum. The crew swam about until they were picked up by the Victoria's cutter ran into a torpedo and the Victoria's cutter ran into a torpedo and was sum. The crew swam about until they were picked up by the Victoria's cutter ran into a torpedo and the Victoria's cutter ran into a torpedo and was sum. The crew swam about until they victoria's cutter ran into a torpedo practice near Nauplia, Greece, the Victoria's cutter ran into a torpedo practice near Nauplia, Greece, the Victoria's cutter ran into a torpedo practice near Nauplia, Greece, the Victoria's cutter ran into a torpedo practice near Nauplia, Greece, the Victoria's cutter ran into a torpedo practice near Nauplia, G

"Surely here is a lesson in the construction of water-tight compartments. It is of course of water-tight compartments. It is of course a great inconvenience to have to ascend and descend in going from one compartment to another, but had the Victoria's bulk-heads been without doors she would probably be noathing to-day, or at any rate many more of her men would be slive.

"I have seen many comments to the effect on the bridge of the Camperdown." her men would be slive.

"I have seen many comments to the effect that this disaster goes far to prove the great efficacy of the rain as a means of offence in naval warfare. In my opinion this did not need to be proven. There can be no doubt of the enormous destructive power of a great treat rank page 1. steel ram, backed by ten thousand tons, mo

steet rain, backed by ten thousand tons, moving through the water at such a rate of speed. The lesson taught in this connection by the Victoria disaster, however, is that the rain is exceedingly dangerous in close formation manocurres such as that attempted by Admiral Tryon's fleet. This particular evolution seems to me only a fancy movement which could as well be executed without involving all the while in a tanger that seemed. volving all the shirs in a tangle that seemed to make collision aimost incritable."

Assistant Secretary McAdoo said: "The greatest credit is due The World for its enterprise in securing such a detailed account of this affair, which interests everybody in the world.

What the English newspapers must think | there had been a mistake and was uncertain of The World's energy can only be imagized. The will receive their first authentic information of the details of this great national

mation of the details of this great national loss from an American newspaper. It is to be hoped that The World's story, word for word, will be caused to England, as it is a thrilling narrative of real ilterary merit.

"I think the lesson to be harned from the disaster is that simple manguvres in squadrou drill under the eye of experienced officers will give the best results in the long run. After reading The World's account, which is most intelligently illustrated by diagrams, I am satisfied that the so-called grid-iron formation and the evolution inter-column are formation and the evolution inter-column are extremely dangerous, and I am very glad in-deed that we do not use them in our squad-ron tactics."

ron tactics."

Commander F. E. Chadwick, Chief Intelligence Officer of the Department, was much laterested in The World's story. He said:

"From Toe World's description of the incident I should say Admiral Tryon's fleet was cent I should say Admiral Tryon's fleet was attempting a very dangerous manouver. Two of his ships, lying abreast of each other and with but little distance between them, were attempting to turn around with different heims, that is, with the heim of one pur to startoard and the other out to port. Such an evolution is necessarily dangerous, and wherever such a turn is necessary in American navil tactics the instructions for drill contain special cautions as by the care re-

wherever such a turn is necessary in American navni tauties the instructions for drill contain special cautions as to the care required in executing the manocurre.

"One great less on taught by this disaster is the necessity for the promptest and most unquestioning obedience to orders on the part of subordinate commanders in squadron drill. There is no time to inquire whether the commanding officer is doing just what is right; it is his fault if he is not, and the subordinate officer has only to obey his signat; it is his fault if he is not, and the subordinate officer has only to obey his signals instantly."

Commodore Ramsey, Chief of the Burcau of Navigation, who is one or the most experienced officers in the service, is inclined to think that all the facts have not yet been too about the formation of Tryon's fleet and the evolution he was endeavoring to execute when the collision took place. He said:

According to The Word's story, which is most interesting and shows wonderful enterprise, the Victoria seems to have been trying to make a turn inside the course of the 'amberdown. It this evolution had been recessingly executed the two vessels would have gone about with sufficient sea room between them and would not have coilided. Instead, however, the camperdown managed to his the Victoria at all when, as we are told, Admiral Markham was slow to changing his course and did not begin to turn as soon, as Tryon expected him to. Naturally under such circums and would have gone beyond the point of turning before changing her course and would have cleared the Victoria by an even the course and would have cleared the victoria by an even tryon expected him to turning before changing her course and would have cleared the victoria by an even tryon expected the tryon expected him to. Naturally under such circums and would have gone beyond the point of turning before changing her course and would have cleared the victoria by an even treated the victoria by an even tryon expected the tryon expected her to the course and t the Campersown would have gone beyond the point of turning before changing her course and would have cleared the Victoria by an even greater mark in than was designed in the maneuvre. Then, too, Tryon and Markham must have been able to see, if this version of the affair is correct, that the two vessels were approaching each other on courses that must inevitably bring them together. Why did not Markham put his helm over and sneer off?"

Even with the worst cases of Catarrh, after you've tried everything else, the makers of Dr. Sage's Remedy agree to pay you \$500 if they can't cure you.

HONORING TRYON'S MEMORY.

Many Distinguished People at the Ser-

vices in ". Peter's, Land " .

LONDN, June 27 .- Services in memory of

Vice-Admiral Sir George Tryon, Commander-

flagship, the Victoria, were held to-day in

The services were largely attended. Among

these present were Lady Clementina Tyron,

WAS IT DUE TO MARKHAM'S DELAY?

It Was. SPECIAL TO THE WORLD. 1 VALLEJO, Cal., June 27.-The United

Navy-Yard when asked about the Victoria disaster to-day were unanimous

in laying the blame on Admiral Markham's

hesitancy in obeying orders. Admiral Tyron. they say, was supposed to know if ther was sufficient room to execute the required

manceuvre. If Admiral Markham thought

how to act his two or three minutes' delay be-came crimical, for by that time the snips had been urawing closer. Experts at Mare Island do not think the en-

BULKHEADS HAVE COME TO STAY.

in our tacties at all. It is very evident from the published report in The World that Ad-miral Tryon didn't have any idea of the con-cition of things. "Bulkneads are here to stay. The dimculty

IT'S DANGEROUS GROUND

that you stand on — with a cough or a cold, and your blood impure. Out of just these conditions comes Consumption. You must do something. In the earlier stages of

to pieces.

in-Chief of the Mediterranean station, who

St. Peter's Church, this city, of which Vice-



those present were Lady Clementina Tyron, widow of the Vice-Admiral, and the members of her family; the Duke of Edinburgh, Admiral of the Fieet; the Duke of Cambridge, Commander-in-Chief of Her Majesty's Forces; Earl Spencer, First Lord of the Admiralty; the Right Hon. George J. Geschen, termerly Chancellor of the Exchequer; Mrs. Gladstone, wile of the Prime Minister, and a large number of high naval and military officers.

The services, though simple, were extremely impressive, following so closely as they did upon the disaster. The always touching burial service of the Church of England was read, after which the organ peacel forth the solemn strains of the Dead March from "Saul." LIEUT. COMMANDER CARMODY, OF MIANTONOMOR While the Victoria was not considered by any means to be the best of her class, she was accounted a pretty sturdy vessel and one that could stand much hardship. The crushing in of her side as though it were a flimsy bit of gingerbread work brings to the minds of the naval men dangers that appeared improbable before.

An artist and a reporter of The World rowed out to the Miantonomon yesterday, in order to get some latelligent views as to whether the sinking of the Victoria would probably result in introducing any new ideas in the boilding or war vessels.

Lieut Van Buzer received the reporter and summoned Lieut-Lieummander Carmady.

Lieut. Van Buzer seceiven the reporter and summoned Lieut.-tommander Carmody. Then a few officers gathered around. None of these officers thought that the iate of the Victoria would make any great change in the building of war vessels, because the accident occurred during a manœuvre that is not practised in this country at all, and because the Victoria was not, in any sense, a first-class ship. class ship.
Lieut.-Commander Carmody said that if

Lieut. Commander Carmody said that it a building is destroyed by fire it does not prove that the erection of other buildings should not go on, or that because an ocean sweep! a dock away that the dock is thereby shown to be worthless. He added: "No great change will be inade in the omstruction of war vessels. The accident to England will teach other nations a lesson, but the result will not be a revolution in ship building."

The other officers agree! In this statement:
"The Victoria was a type of ship that nobody admired. She was not safe and neither was also a good lighter. She was an old ship and was called the Renown notling lew years ago, when the name was changed."

and was called the Renown uptil a lew years ago, when the name was changed."

Then one of the young officers led the reporter and artist into the hold and explained how a compartment door works. He closed it with some exertion, and then slipped the iron champs over it to keep it tight.

"This is as water-tight as it can be made." he said, "and is, indeed, practically proof against water. The water that can get in through it might be bailed out with a teaspoon."



A BULKHEAD DOOR CLOSED.

BULKHEADS HAVE COME TO STAY.

Capt. Petter Thinks Admiral Tryon
Didn't Know the Situation.

Special to the Situation.

NORFOLK, Va., June 27.—Capt. E. E. Potter, Commandant at the Norfolk Navy-Yard, was shown to-night a copy of to-day's World containing the first detailed account of the Victoria disaster. He said:

"It is wonderful how an American newspaper can publish news of the loss of an English vessel in advance of the London papers." Referring to the disaster he said:

"It is wonderful how and the Situation papers." Referring to the disaster he said:

"It is wonderful how and the Situation papers." Referring to the disaster he said:

"It is the limitations published in The World the griding in overment in the British tacties. If the limitations published in The World the griding in overment personally: it is not down in our tacties at all. It is very evident from the tracties at all. It is very evident from the published report in The World that Admiral Tryon didn't have any idea of the condition of things.

"Bulkheads are here to stay. The difficulty The young officer looked at the cuts in The World that Admiral Tryon didn't have any idea of the condition of things.

"Bulkheads are here to stay. The difficulty The young officer looked at the cuts in The Young officer looked at the cuts in The Young officer looked at the cuts in The Young officer looked as the configuration and the saicty of the ships is risked for nothin."

The young officer looked at the cuts in The Young officer looked at the cuts in The Young officer looked as the comparation on the failure of the officers of the comparation of the c

nothing."
The young officer looked at the cuts in The World showing this gridiron movement. He said that the pictures were very plain and showed the movement exactly. The danger could be readily understood when one considered that instead of the black lines on paper, there were moving in proximity two mighty warships. He added that the acci-dent was clearly described and its horrors

nations build the same sort of salps he saw at no occasion to advance very far beyond the point reached by those who may some day be B our enemies. In speaking or the cost of the w Victoria he said she cost as much as our tyessels. "To speak exactly, the Victoria "To speak exactly "To

WASTRYONATFAULTS

And Secretary, takes a new longers pride in historical subjective during the principle of the principle of

erday discussed with interest the first authentic news of the collision between Victoria and 'he Camperdown, printed in The World's special cable despatch from Tripoli. Rear Admiral Bancroft Gherardi, com-

mandant of the Brooklyn Navy-Yard, who commanded the recent naval re-"It would not be well for me to dis-

cuss the collision between the two British warships. I want to hear the

who commanded the recent naval review, sad.

"It would not be well for me to discuss the collision between the two British warships. I want to hear the softical report of the commanders of the ships who witnessed the collision. There will be an official inquiry and all the first and the territorial movement is concerned. I will say that it is a very difficult movement to perform. In all these manocurves with ships at sea some ships require a larger space of water in which to perform an evolution than others, and one must know exactly the distances between swinging ships. It is a supplication of each ship entirely. The World's special cable despatch gives a cident occurred. There are some accident occurred the side of the accident unless the broad and the some accident occurred the side of the accident occurred the side of the accident occurred the side of the accident occurred



Lival: Holman Laula the American System of Signature.

\*\*Comparison of Comparison Compar good rate of speed.



CAPT. SHEPARD, C. S. N.



POINTS TO THE USS OF RAMS.

Lleut. Holman Lauds the American Sy

the Congress of Religions.

The Right Rev. Dr. Keane, rector of the Catholic University at Washington, pa-sed through this city yesterday on his way to lilarrard's commencement, where he will receive the degree of Li. D. and be admitted to the Alumeit Association as an honorary member. Dr. Keane is one of the tusiest bishops in the country and one of the most liberal. He cultivates at clauses of people and is very popular. Besides having in charge the work of building up a new university, he is interested in the Faritament of Religions, which, under the prelidency of Dr. Barrows, Bishop McLaren and Prof. David Swing, will not take the mere seted in the Faritament of Religions, which, under the prelidency of Dr. Barrows, Bishop McLaren and Prof. David Swing, will not take the mere seted in the Faritament of Religions, which, under the prelidency of Dr. Barrows, Bishop McLaren and Prof. David Swing, will not take the mere seted in the Faritament of Religions, which is two weeks' session in september at the World's Pair. It will be one of the most remarkable gatherings this earth has ever will reproduce the most remarkable gatherings this earth has ever will necessed. The Bishop is at present the host of Papal Delegate Sarbili.

A World reporter saw Dr. Keane at the Pitu is community house in West Pitty- and the late of the most recommendation of the most recommendation of the congresses that will be held at the comparative studies of religion burt the faith of believers. The containing the staken up almost entirely and began by saying that the pression of the congresses that will be held at the congresses that will be held a

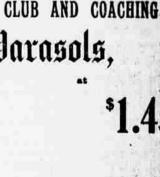
THE BISHOP ON HIS WAY TO HARVARD

10 BE MADE AN LLD.

"The criticism will not stand," said the Bishop with energy. "That I have anything to so with it is owing to the decision of the Archoishops at their meeting last fail. I was deputed to look after Catholic interests at the congress. I saw operation we shall make a very creditable appearance at the most Decision, the Says, Was the Most Permarkable Document Ever Sent Permarkable Document Ever Sent Out by a Lopy—Enchastatic Over the Congress of Religions.

Out by a Lopy—Enchastatic Over the Congress of Religions.

"It is not conferency we are seeking, but comparison. All religious claim to be sale to



will offer Wednesday,

June 28, the balance

AT GREAT REDUCTIONS,

Parasols,



Trimmed Hats ......3 Worth 815. Worth 812. Lace Capes.......

chance to tell hew it came about that he do in his wis, and was toil tell. Translated into English, this is about that he do did say:

"You see, Judge, I am inity-seven years in and and my wife is twenty-four. We live at was not doing right by an initiation. It approves the action of his was not doing right by an inity of the latter his first on the supposition had son the council with a speech in praise was not doing right by as the could ornwhose he that she can give a was shorted to me. She wouldn't do it. Now, wouldn't hat make he propositions of Mr. Satoli are declared sound would always be true to me, she wouldn't do it. Now, wouldn't hat make you mad? Well, I thrashed her, and here I against her husband, and he was discharged.

He got A Sounding Cuff.

He got A Sounding Cuff.

He got a sounding the conditions are taylorable.

He got a sounding the condition of the supposition had been offered to make the condition of the condition o were greeted, in the presence of an immease crowd, by a committee from the Newburk listorical society and Washington's headquarters Trustees.

Addresses of welcome were delivered by Mayor Lawson and James 6. Graham. Then Capt. Anderson and the crew were escorted to Washington's Headquarters, where an action welcome was made by the key, kuttus feet and the crew were coorted to Washington's Headquarters, where an action welcome was made by the key, kuttus feet and the crew were coorted to Washington's Headquarters, where an action welcome was made by the key, kuttus feet and the crew was served at a restant to the continuent. Afterwards tunch was served at a restant to the viking left here about 11 30 a. M.

FOI GHKEEPSIE, N. Y., June 27.—The Viking ship passed here at 2.30 f. M. She was enthus alments crowd of people along the dock, and steam whistles from boats in the river and from factories on shore sent forth their greetings.

HONDOLT, N. Y., June 27.—The Viking passed here at 2.30 f. M. She was enthus all sorts of craft in the river.

SOULTENING COINS IN LIMPO.

Gen James R. O'Feirne is ready to leave Filis Island, as requested by Secretary Car-lisle. There are about twenty applicants for

Collectorship of the Port of New York. Some-body started a rumor last evening that the President was considering ex-Lieut. Gov. Educate F. Jones for the place. He was in tewn a day or two ago, but fold a friend that he had had all he desired of public office. O' eirne le Ready to Leave,

meson and the letter?

HE GOT A SOUNDING CUFF.

Officer McGray, of Coney Island, Disturba a sleepes Who I case.

Foliceman Benjamin F. McGray, of Coney Island, Disturba a sleepes Who I case.

Foliceman Benjamin F. McGray, of Coney Island, Disturba a sleepes Who I case.

He addressed the recumbest thing, but received no response. He spoke loader and nosily thunned the figure. Suddenly at a cose and the officer got a cuff in the jew which knocked him down, amased he dand the figure lay down again. When the policeman got back with reinforcements the apparation again areas and proved to be a man make in the decrees of the council, then Instead or the work which a savoyard had another layer lay down again. When the pillerman got back with reinforcements the apparation again areas and proved to be a big clanamon bear, which a savoyard had another layer layer layer the was stopping.

Two Husbands Shake Hands Over Their Dying Wife.

Two Husbands Shake Hands Over mighty warships. He added that the accident was clearly described and its horrors vividly told.

In reply to a question as to whether our battle-ships are better than was the Victoria, he said:

"Oh, yes, a great deal better. We build them on a better and a safer plan, and as it is the best plan we know it is likely that they will continue to be built in the same fashion. Every ship has some deroct. It is nonsense to try to make a ship non-sinktule, erfor as soon as you try this you leave her open to fail an easy victim to heavy shot. In other words, it she were made light enough to float in any emergency she would be too light to stand the brunt of war. On the other hant, if you make a ship builted proof at all points, she will be too heavy to sail."

The young officer thought that with an unlimited amount of money a better ship than any now affoat might be constructed, but as this would only result in having other nations build the same sort of ships he saw an occasion to advance very far beyond the You must do something.
In the carrier stages of
Consumption, and in all
the conditions that lead to
it, Dr. Pierce's Golden Medical Discovery is a certain
remedy. This scrofulous
affection of the lungs, like
every other form of Scrofula, can be cured by it. In
severe, lingering Coughs,
all Bronchial, Throat, and
Lung Affections, and every disease that can be "Warships have to be constructed quite differently from merchant steamers. Aboard a warship you are compelled to keep the engines and bollers below the water line. Then again you have to place your heavy battery aboard a merchant vessel you can distribute your weight to better advantage." all Bronchial, Throat, and Lung Affections, and every disease that can be reached through the blood, it is the only medicine so effective that it can be guaranteed. If it doesn't benefit or cure, you have your money back. Nervous prostration and debility are conquered by it. tribute your weight to better advantage.

In conclusion Capt. Miller said that the collision between the two British the sinking of the Victoria had furnished no new lessons in avail architecture.

Ensign Taylor, the officer of the deck aboard the sited cruiser Baltimore, aboard the sited cruiser Baltimore, which is now undergoing repairs at the board, Frof. McGiffert has been called the board, Frof. McGiffert has been called to the Brooklyn Navy-Yard, said that there was no such movement as the griding science of the deck of the said will not return. Frof. lienty Preserved and the state of the fact that the was no such movement in the American Navy.

If American warships want to performed the first will be facility left.

In conclusion Capt. Miller said the Sunday would ten board and many residual to the shell of the sunday arteriors. Two ideas rule the Sunday would ten board and many residual to the sunday are nonzerous in the sunday would ten board the state of the probability of the control of the fact that there is containly room to sundays?

Collisons the first should be opened on the sunday are nonzerous. Two ideas rule the Sunday would ten board and the sunday are nonzerous in the sunday are nonzerous. Two ideas rule the Sunday would ten board the sunday are nonzerous in the sunday are non